

State of Wisconsin Large Truck Safety

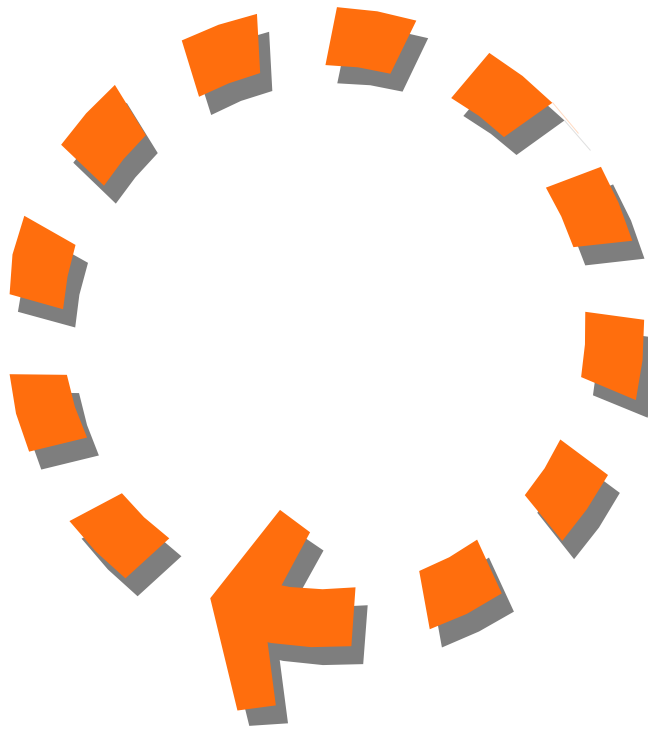
2004



MCSAP

2004 Commercial Vehicle Safety Plan

“...advancing highway safety and national security through optimized use of resources...”



Wisconsin Department of Transportation
Division of State Patrol

The Motor Carrier Safety Assistance Program (MCSAP) is a national program implemented to reduce the number and severity of commercial vehicle crashes. Every effort is made within the Commercial Vehicle Safety Plans (CVSP) of States throughout the country to address areas that reduce crashes and promote highway and truck safety.

The following summary gives a perspective of the impact of large truck crashes nationwide; it is excerpted from NHTSA's *Traffic Safety Facts 2001* facts sheet and related data.

Large Truck Crashes – National Overview

The following highlights FMCSA's (Federal Motor Carrier Safety Administration) 2001 (most current national data) large truck crash data as conducted by their analysis division.

- One out of eight traffic fatalities resulted from a collision involving a large truck.
- 429,000 large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in traffic crashes in the U.S. with 4,793 of those being fatal crashes.
- 12% or 5,082 people died in crashes involving a large truck and 131,000 people were injured.
- Of the fatalities that resulted from crashes involving large trucks, 78% were occupants of another vehicle, 9% were non-occupants, and 14% were occupants of a large truck.
- Of the injuries that resulted from crashes involving large trucks, 75% were occupants of another vehicle, 2% were non-occupants, and 23% were occupants of a large truck.
- From 1991 to 2001, the number of large trucks involved in fatal crashes increased from 4,347 to 4,793 (10% increase). The number of large trucks in fatal crashes per 100 million VMT's, however, declined by 21%.
- From 1991 to 2001, the number of large trucks involved in injury crashes per 100 million VMT's declined 17%.

Vehicles

- Large trucks drove 7% of all VMT's and made up 3% of all registered vehicles in the United States. In motor vehicle crashes, large trucks represent:
 - 8% of vehicles in fatal crashes.
 - 2% of vehicles in injury crashes.
 - 4% of vehicles in property-damage-only crashes.

- Truck tractors pulling semi-trailers accounted for 62% of the trucks involved in fatal crashes and more than 50% of the trucks involved in non-fatal crashes.
- Doubles (truck tractors pulling a semi-trailer and a full trailer) were only 3% of trucks involved in both fatal and non-fatal crashes, and triples (tractors pulling three trailers) accounted for less than .5% of all trucks involved.
- 4% of trucks involved in fatal crashes and 2% of trucks involved in non-fatal crashes were carrying hazardous materials (HM). HM was released from the cargo compartment in about 1/6th of these crashes.
- Large trucks were much more likely to be involved in a fatal multiple-vehicle crash – as opposed to a fatal single-vehicle crash – than were passenger vehicles (83% of all large trucks involved in fatal crashes, compared with 62% of all passenger vehicles).
- In 32% of the two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were impacted in the front. The truck was struck in the rear nearly twice as often as the other vehicle (16% and 7%, respectively.)
- In 50% of two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were proceeding straight at the time of the crash. In 10% of the crashes, the other vehicle was turning. In 9%, either the truck or the other vehicle was negotiating a curve. In 7%, either the truck or the other vehicle was stopped or parked in a traffic lane (6% and 1%, respectively).

Drivers

- 1% of drivers of large trucks were legally intoxicated (blood content .08 or greater) in fatal crashes compared with 23% of passenger car or light truck drivers. Only 2% of drivers of large trucks involved in fatal crashes had any alcohol in their bloodstream.
- 74% of drivers of large trucks involved in fatal crashes were reported to be wearing their safety belts.
- In fatal crashes involving large trucks, crash-related factors were cited for 37% of the truck drivers compared to 65% for passenger vehicle drivers. Some of the most common crash factors cited for drivers of large trucks and passenger vehicles were the same: driving too fast, running off the road or out of the traffic lane, or failure to yield the right of way.
- Almost 30% of all large truck drivers involved in fatal crashes had at least one prior speeding conviction, compared to 20% of the passenger car drivers involved in fatal crashes.

Crash Environment

- Speeding or driving too fast for conditions was a factor in 21% of fatal crashes involving a large truck and 30% for all reported fatal crashes.
- No adverse weather conditions were reported for 86% of fatal crashes or 88% of non-fatal crashes. When listed, rain was the most common weather condition.
- 68% of fatal crashes and 80% of non-fatal crashes involving large trucks occurred during the day.
- 85% of fatal, and 88% of non-fatal crashes involving large trucks occurred Monday through Friday.
- In 77% of fatal, and 71% of non-fatal crashes involving large trucks, the first harmful event was a collision with another vehicle in transport.
- Rollover was reported as the first harmful event for 4% of fatal crashes and 3% of non-fatal crashes involving large trucks.
- 22% of fatal crashes that took place in work zones involved a large truck.
- Most of the fatal crashes involving a large truck occurred in rural areas (67%), during the daytime (69%), and on weekdays (80%). During the week, 76% occurred between 6:00 AM and 5:59 PM. On weekends, 59% occurred at night between 6:00 PM and 5:59 AM.

A report released on July 17, 2003 from the Federal Motor Carrier Safety Administration (FMCSA) said that 2002 set a safety record for the trucking industry. Large truck-related fatalities were at their lowest since the first recorded statistics in 1975. 2002 truck-related fatalities decreased 4.2% from 2001 figures. The total number of people killed in truck crashes was 4,897, compared with 5,111 people in 2001. Nationwide, 2002 is the fifth consecutive year for decreases in both the large truck fatality rate and fatalities in large truck-related crashes.

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Appendix Trans Rules

49 CFR Part 350

The Commercial Vehicle Safety Plan (CVSP) is a requirement of MCSAP funding under Part 350 of the Code of Federal Regulations. It outlines Wisconsin's commercial vehicle (CV) safety objectives, strategies, activities, and performance measures. The following is a summary of those parts applicable to Wisconsin's Plan.

49 CFR Part 350.101 defines MCSAP. "The MCSAP is a Federal grant program that provides financial assistance to States to reduce the number and severity of accidents and hazardous materials incidents involving CV's. The goal of the MCSAP is to reduce CV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CV safety programs...."

Part 350.103 ensures that the Federal Motor Carrier Safety Administration (FMCSA), States, and other jurisdictions work together to improve motor carrier, CV, and driver safety.

Part 350.105 lists applicable definitions, including the following:

- *Commercial motor vehicle* is a vehicle that has any of these characteristics:
 - Has a gross vehicle weight or gross vehicle weight rating of, or gross combination weight rating of 10,001 pounds or more
 - Designed or used to transport 16 or more passengers, including the driver
 - Used in the transportation of hazardous materials and is required to be placarded
- *Large truck* is a truck over 10,000 pounds gross vehicle weight rating including single unit trucks and truck tractors (FARS definition).

Part 350.107 defines the jurisdictions eligible for MCSAP funding: they include all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, America Samoa, Guam, and the Virgin Islands.

Part 350.109 lists the 5 national program elements that are required for program funding:

- Driver/vehicle inspections
- Traffic enforcement
- Compliance Reviews
- Public education and awareness
- Data collection

Part 350.111 defines "traffic enforcement". Traffic enforcement includes stopping CV's operating on highways, streets, or roads for violations of State or local motor vehicle or traffic laws such as speeding, following too closely, reckless driving, or improper lane change. To be eligible for MCSAP funding, traffic enforcement must include an appropriate North American standard inspection.

Part 350.201 states the 22 conditions that the state must meet to qualify for funding. They are:

1. Assume responsibility for improving motor carrier safety and adopting and enforcing State safety laws and applicable regulations that are compatible with the FMCSR's and HMR's.

2. Implement a performance-based program by FY 2000 and submit a CVSP that will serve as a basis for monitoring and evaluation.
3. Designate the lead State agency responsible for implementing the CVSP.
4. Ensure that only agencies having legal authority to enforce FMCSR's and HMR's perform the functions in accordance with the approved CVSP.
5. Allocate adequate funds for the administration of the CVSP.
6. Maintain the aggregate expenditure of funds at a level at least equal to the average expenditure for Federal or State fiscal years 1997, 1998, and 1999.
7. Provide legal authority for a right of entry and inspection adequate to carry out the CVSP.
8. Prepare and submit to FMCSA all requested reports required in connection with the CVSP or other conditions of the grant.
9. Use the reporting standards and forms required by the FMCSA to record work activities performed under the CVSP.
10. Require registrants of CV's to declare, at the time of registration, their knowledge of applicable FMCSR's, HMR's, or compatible State laws or regulations.
11. Grant reciprocity for inspections conducted under the North American Standard Inspection through the use of a nationally accepted system that allows ready identification of previously inspected CV's.
12. Conduct CV size and weight enforcement activities funded under this program only to the extent those activities do not diminish the effectiveness of other CV safety enforcement programs.
13. Coordinate the CVSP, data collection, and information systems with State highway safety programs.
14. Ensure participation in SAFETYNET and other information systems.
15. Ensure information is exchanged with other states in a timely manner.
16. Emphasize and improve enforcement of State and local traffic laws and regulations related to CV safety.
17. Promote activities in support of the national program elements listed in Part 350.109.
18. Enforce requirements relating to the licensing of CV drivers.
19. Require the proper and timely correction of all CV safety violations noted during inspections carried out with MCSAP funds
20. Enforce registration requirements and financial responsibilities.
21. Adopt and maintain consistent, effective, and reasonable sanctions for violations noted during MCSAP inspections.
22. Ensure that MCSAP agencies have policies stating that roadside inspections will be conducted at safe locations.

Part 350.205 describes how and when a State applies for MCSAP funding. A State is required to submit the State's CVSP to the Motor Carrier State Director, FMCSA, on or before August 1 of each year.

Part 350.207 discusses the response a State receives to its CVSP submission. FMCSA will notify the State in writing within 30 days of receipt of the CVSP whether the Plan is approved or withheld.

Part 350.209 describes how a State demonstrates that it satisfies the conditions for Basic Program funding. The State must execute a State Certification and submit it with the CVSP, supplementing it with any pertinent State law, regulation, or form adopted since the State's last certification.

Part 350.211 specifies the format of the certification required by Part 350.209.

Part 350.213 outlines what the State's annual CVSP must include. The State's CVSP must reflect a performance-based program, and contain the following eighteen items:

- a) A general overview section that includes:
 1. State agency goal or mission.
 2. Program summary of the effectiveness of the prior years' activities in reducing CMV accidents, injuries and fatalities, and improving driver and motor carrier safety performance. The summary must show trends supported by safety and program performance data collected over several years. It must identify safety or performance problems in the State and those problems must be addressed in the new or modified CVSP.
- b) A brief narrative describing how the State program addresses the national program elements even if there are no planned activities in a program area. It must include a description of how the State supports the following activities:
 1. Activities aimed at removing impaired CV drivers from the highways and insuring ready access to alcohol detection and measurement equipment.
 2. Activities aimed at providing an appropriate level of training to MCSAP personnel to recognize drivers impaired by alcohol or controlled substances.
 3. Interdiction activities affecting the transportation of controlled substances by CV drivers and training on appropriate strategies for carrying out those interdiction activities.
 4. Activities to enforce registration requirements and financial responsibilities.
- c) A problem statement for each objective, supported by data or other information. The CVSP must identify the source of the data and who is responsible for its collection, maintenance, and analysis.
- d) Performance objectives, stated in quantifiable terms, to be achieved through the CVSP. Objectives must include a measurable reduction in highway crashes or HM incidents. The objectives may also include documented improvements in other program areas such as legislative or regulatory authority, enforcement results, or resource allocations.
- e) Strategies to be employed to achieve performance objectives. They may include education, enforcement, legislation, use of technology and improvements to safety infrastructure.
- f) Specific, eligible activities intended to achieve the stated strategies and objectives.

- g) Specific quantifiable performance measures that the State can use in monitoring the progress of its program and preparing an annual evaluation.
- h) A description of the State's method for ongoing monitoring of the progress of the plan. This should include who will conduct the monitoring; the frequency with which it will be carried out, and how and to whom reports will be made.
- i) An objective evaluation that discusses the progress towards individual objectives listed in the previous year's CVSP and identifies any safety or performance problems discovered. States will identify those problems as new objectives or make modifications to existing objectives.
- j) A budget which supports the CVSP describing the expenditures such as personnel and related costs, equipment purchases, printing, information systems costs, and other eligible costs.
- k) The results of the annual review to determine the compatibility of State laws and regulations with the FMCSR's and HMR's.
- l) Copy of any new law or regulation affecting CMV safety enforcement enacted since the last CVSP was submitted.
- m) Executed State Certification (Part 350.211).
- n) Executed MCSAP-1 form.
- o) List of MCSAP contacts.
- p) Annual Certification of Compatibility (Part 350.331).
- q) State Training Plan.

Part 350.215 discusses the consequences if a State fails to perform according to an approved CVSP or fails to meet the conditions.

Part 350.301 discusses the level of effort (MOE) a State must maintain to qualify for MCSAP funding. Wisconsin must maintain the average aggregate expenditure (monies spent during the base period of Federal or State fiscal years 1997, 1998, and 1999) of State funds for motor carrier and highway hazardous materials safety enforcement purposes, in the year to which the grant was sought.

Part 350.303 identifies the State and Federal shares of expenses. Under the MCSAP, FMCSA reimburses up to 80% of an eligible cost and the State, the remaining 20% share. In-kind contributions are acceptable in meeting the State's matching share if they represent eligible costs as established in 49 CFR, Part 18 or agency policy.

Part 350.307 states the length of time MCSAP funds are available to a State. Funds are available for the fiscal year in which they were obligated and the next fiscal year. The State must account for any prior year's unexpended funds in an annual CVSP. Funds must be expended in the order in which they were obligated.

Part 350.309 discusses the activities eligible under MCSAP. Primary activities eligible for reimbursement are: the five national program elements (350.109); sanitary food transportation inspections performed under 49 U.S.C. 5708; and when accompanied by an appropriate NAS inspection and inspection report, portable size/weight enforcement, detection of the unlawful presence of controlled substances, or traffic enforcement.

Part 350.311 discusses items eligible for reimbursement under the MCSAP. Reimbursable items must be necessary, reasonable, allocable, and allowable. They include: personnel expenses including recruitment and screening, training, salaries and fringe benefits, and supervision; equipment and travel expenses including vehicles, uniforms, communications equipment, special inspection equipment, vehicle maintenance, fuel, and oil; indirect expenses for facilities – except fixed facilities, used to conduct inspections or house personnel and equipment to the extent that they are measurable and recurring; expenses related to data acquisition and analysis; clerical and administrative expenses; improvement of real property but not the purchase of property, land, or buildings.

Part 350.313 discusses how MCSAP funds are allocated. Funds are allocated to States as Basic Program Funds or Incentive Funds in accordance with Part 350.327.

Part 350.315 states how Basic Program Funds can be used.

Part 350.317 states how Incentive Funds can be used. These monies are given to States that achieve reduction in CMV-involved fatal accidents, CMV fatal crash rate, or that meet other specified CMV safety performance criteria.

Part 350.323 states the criteria used in allocating the Basic Funds. It is based on four factors (equally weighed at 25%): 1997 Road miles; vehicle miles traveled; population; and special fuel consumption.

Part 350.327 details how a State qualifies for Incentive Funds. Allocations are: 5 shares for reducing the number of large truck-involved fatal accidents; 4 shares for reducing the fatal accident rate; 2 shares for States that upload CMV accident data within FMCSA policy guidelines; 2 shares for States that certify their MCSAP inspection agency has a departmental policy stipulating that CDL's are verified as part of the inspection process through CDLIS, NLETS or the State licensing authority, and 2 shares for States that upload inspection reports within FMCSA policy guidelines. Taking into account the State's Basic Allocation, the total of all shares are divided into the total dollar amount of available Incentive Funds to determine a State's award.

Part 350.331 through Part 350.345 discusses compatibility issues of a State's CMV laws and regulations, tolerance guidelines, and variances.

MCSAP

The **Mission** of the Wisconsin State Patrol is: *To promote highway and public safety and to enhance the quality of life for all Wisconsin citizens and visitors by providing and supporting professional, competent and compassionate law enforcement services.* The **Mission** of the Wisconsin Department of Transportation is to: *Provide leadership in the development and operation of a safe and efficient transportation system.*

Background

Wisconsin is geographically located in the upper Midwest and is bordered by the states of Minnesota and Michigan on the north; Illinois on the South; Lake Michigan on the east; and on the west, by Minnesota and Iowa. It covers 65,504 square miles in total area, making it the 23rd largest state. 54,314 square miles are land areas and 11,190 square miles are covered by water. The highest temperature ever recorded in Wisconsin was 114 degrees in 1936 and the lowest was minus 54 degrees in 1922. The average temperature range is a low of 5.4 degrees to a high of 82.8 degrees.

Wisconsin serves as a “bridge” state between the interstate traffic of Chicago, Illinois and the Twin Cities of Minneapolis and St. Paul using I-90 and I-94. Wisconsin also serves its own heavy intrastate and interstate industrial and agricultural transportation needs.

The Wisconsin MCSAP program is managed within the Wisconsin Department of Transportation’s Division of State Patrol (WSP), which has been the lead agency since 1985. The 1985 MCSAP program began with approximately \$250,000 in federal dollars and \$63,000 in state dollars, and funded 6 enforcement staff. Wisconsin’s MCSAP grew from a basic vehicle and driver inspection program to one that includes: hazardous material inspections, motor coach inspections, carrier audits, eligible traffic enforcement and size/weight activities, post-crash inspections, educational outreach, etc. Wisconsin’s MCSAP has been “performance-based” since 1997.

WSP is the only Wisconsin agency receiving basic MCSAP funds. It funds 31 FTE enforcement field staff, 1 program manager, 1 Safetynet coordinator, 1 Consumer Protection Investigator (CPI) supervisor, 6 civilian CPI’s, 1 CPI/general MCSAP support staff, one sergeant (½ MCSAP duties), and 1 program analyst. In addition, it provides federal dollars to fund 1 CDL third-party auditor in the Division of Motor Vehicles.

The job assignments of enforcement personnel are such that the duties of the 31 MCSAP FTE are divided amongst approximately 117 WSP inspectors. This provides the best opportunity to distribute MCSAP job responsibilities throughout the state. Enforcement staff are managed within seven WSP districts.

Program Summary/Evaluation

Wisconsin conducted 40,688 MCSAP safety inspections in 2002 – 11,000, or 37% more than ever done before. If this experience (Chart 2) is any indication of what to expect, 2003 will be another record year. With the many and varied MCSAP responsibilities, this is a significant accomplishment

(Unless otherwise stated, 2003 data throughout this document is based on 8 months – Oct. through May)

Inspection Facts and Figures

Chart 1

MCSAP Inspections for FFY 1992 through FFY 2002

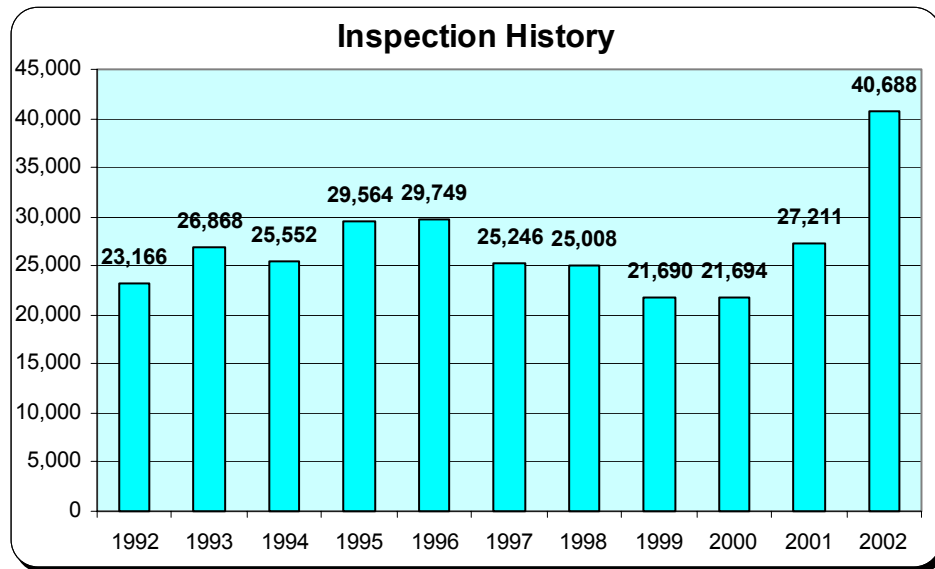


Chart 2

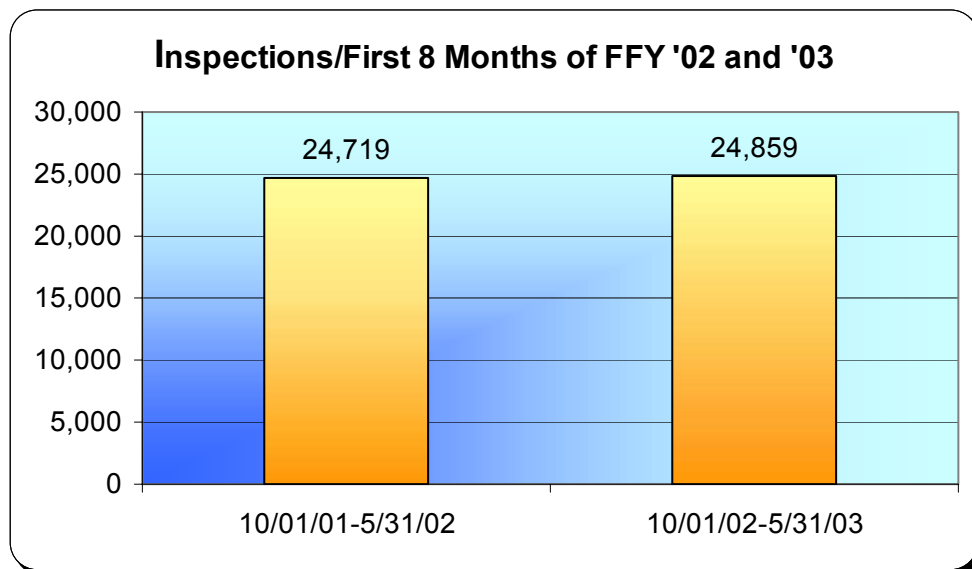


Chart 3

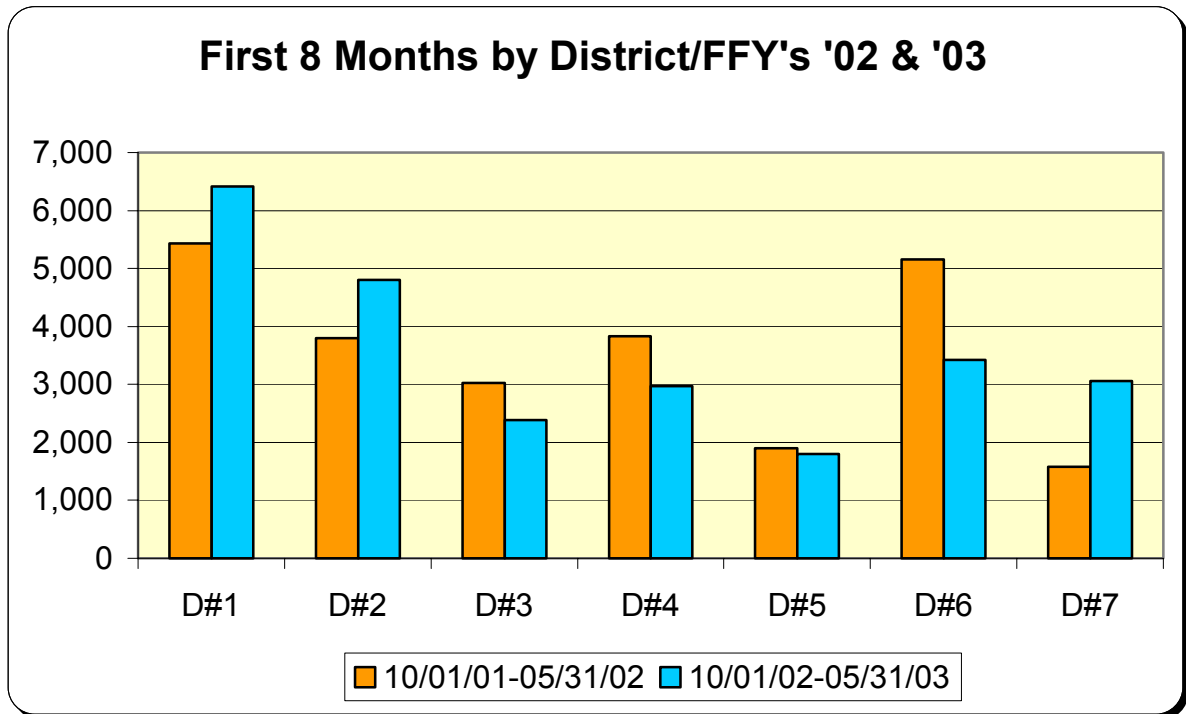


Chart 4 shows that in 1992, 46% of inspections were Level 1; in 1995, 42%; in 1998, 34%; in 2002, 41%, and in FFY 2003, 45%.

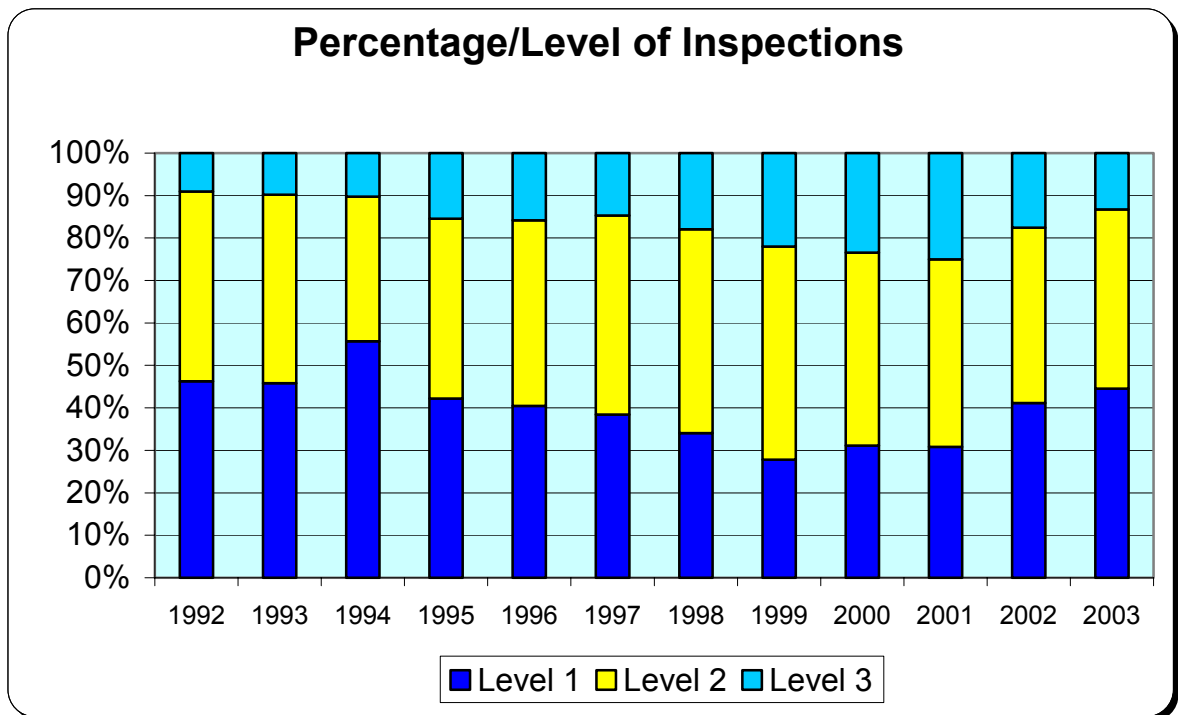


Chart 5

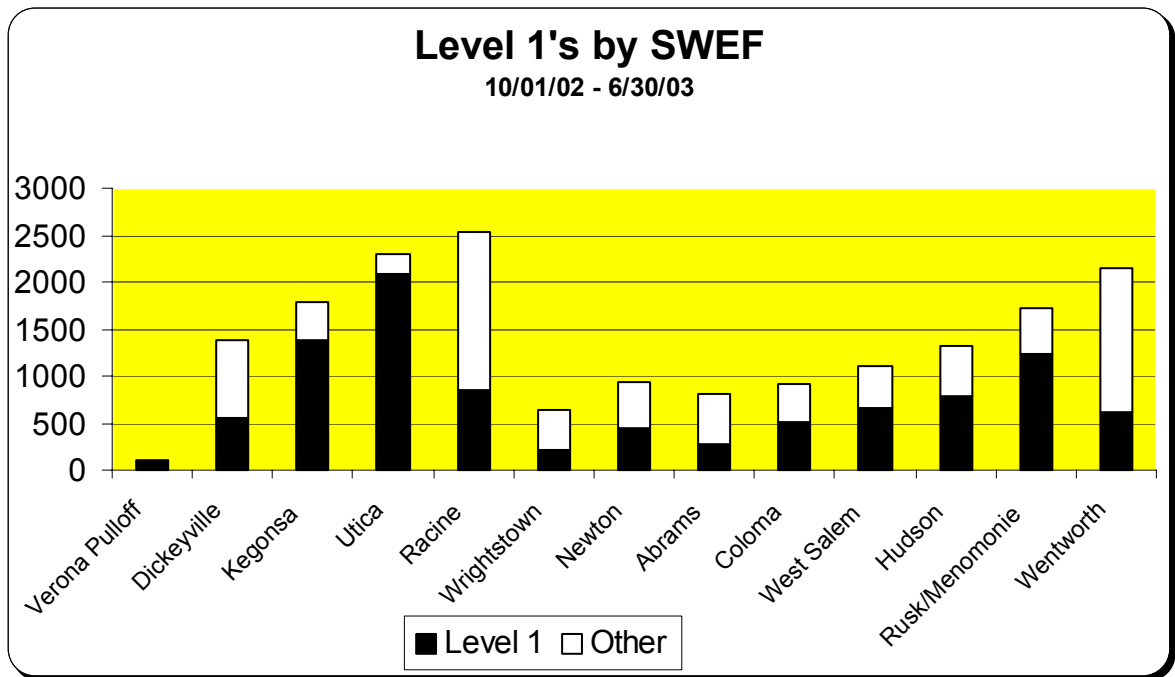


Chart 6

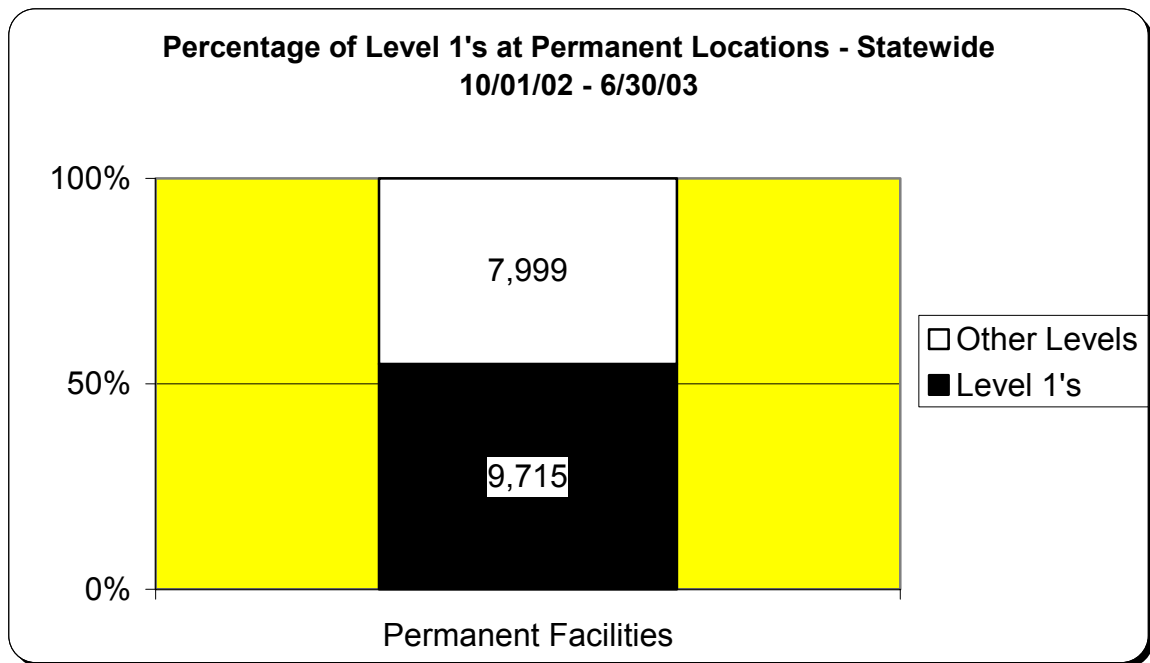


Chart 7

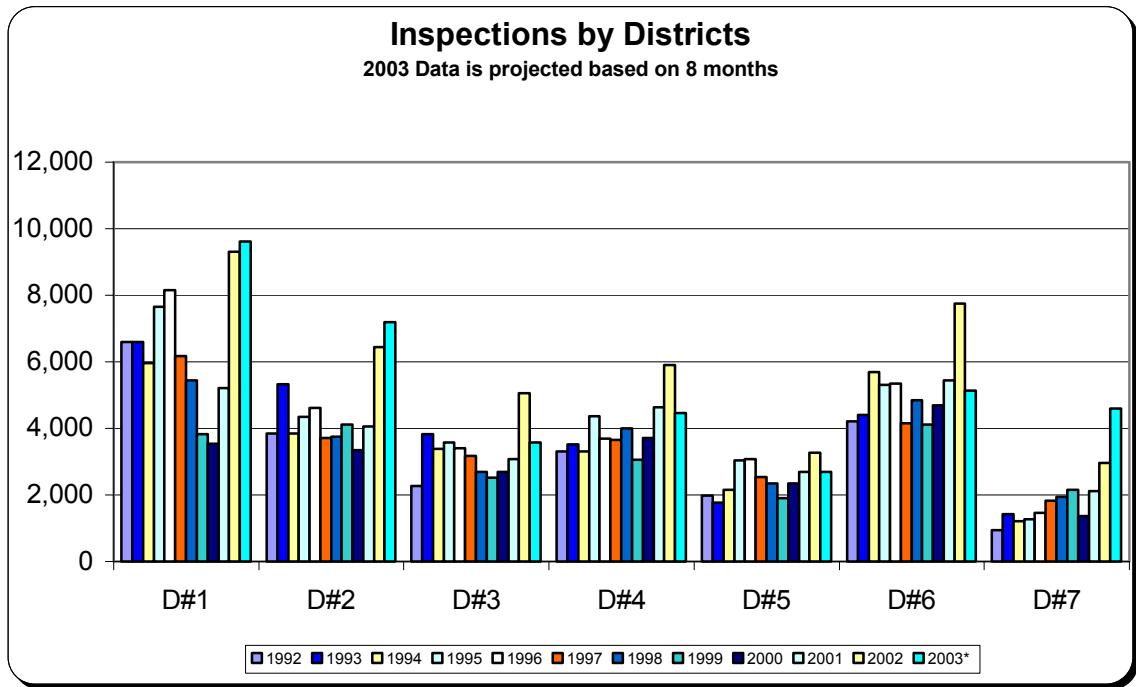


Chart 8

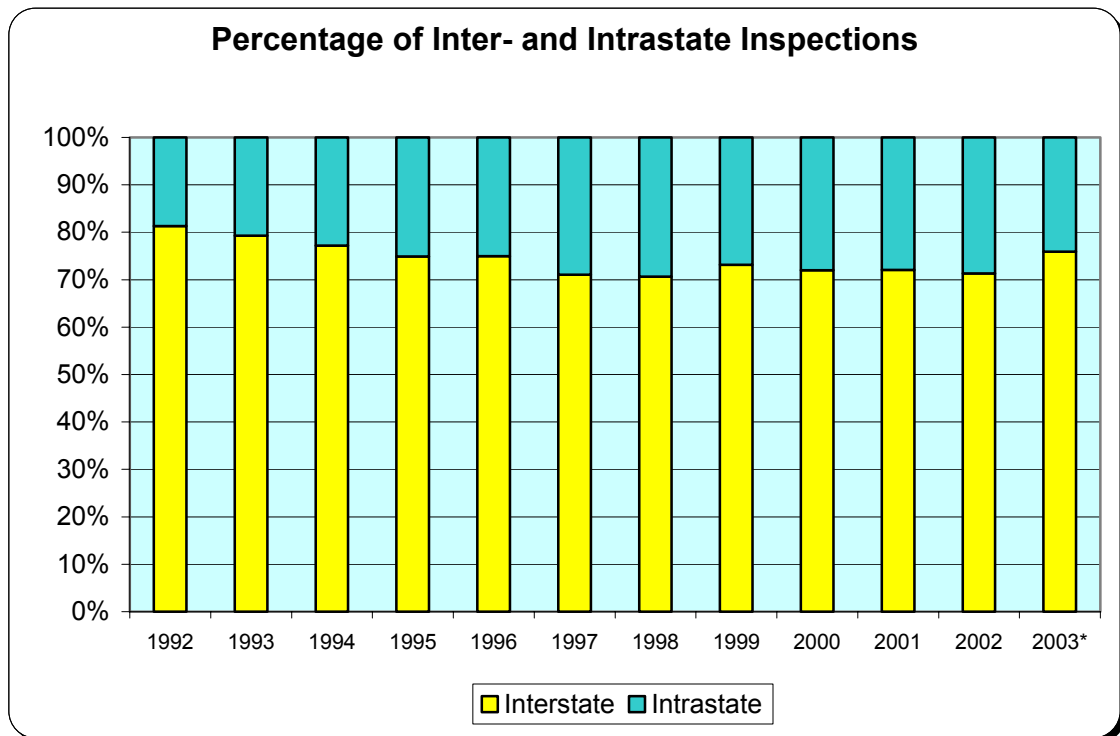


Chart 9 shows inspections by location. The trend towards doing more mobile inspections is due in part to the fact that the number of size/weight enforcement facilities has decreased from 22 to 13 over the past 10 years. In addition, there has been a greater focus on doing mobile inspections due to various emphasis areas like “traffic enforcement”. (Portable locations give the MCSAP officer the opportunity to conduct inspections on drivers and vehicles that are not likely to pass a size/weight enforcement facility.)

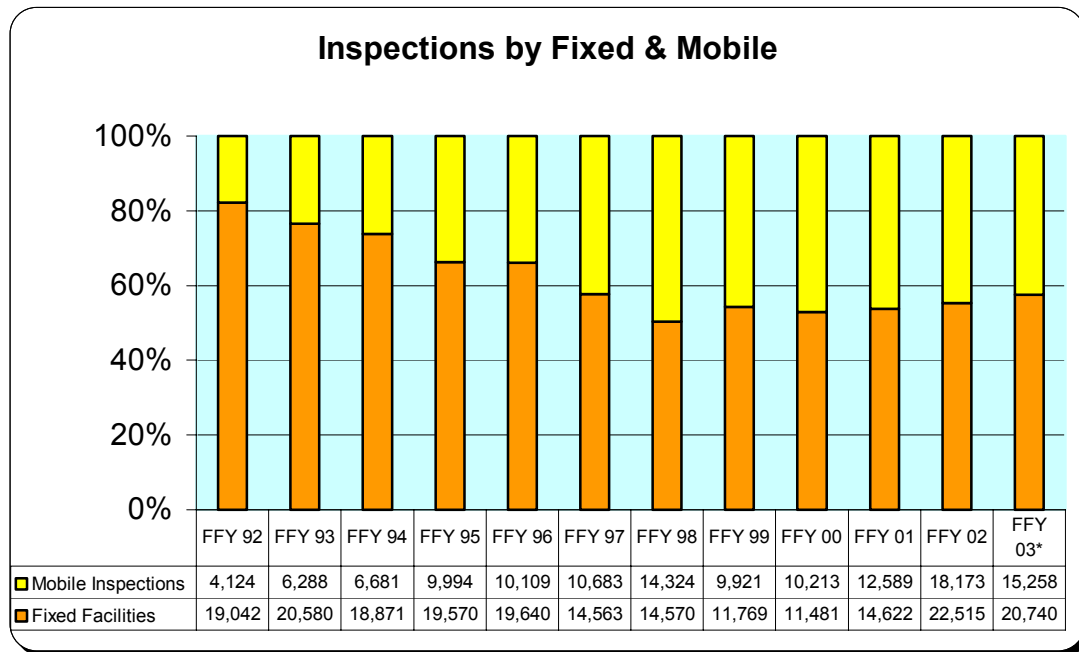


Chart 10

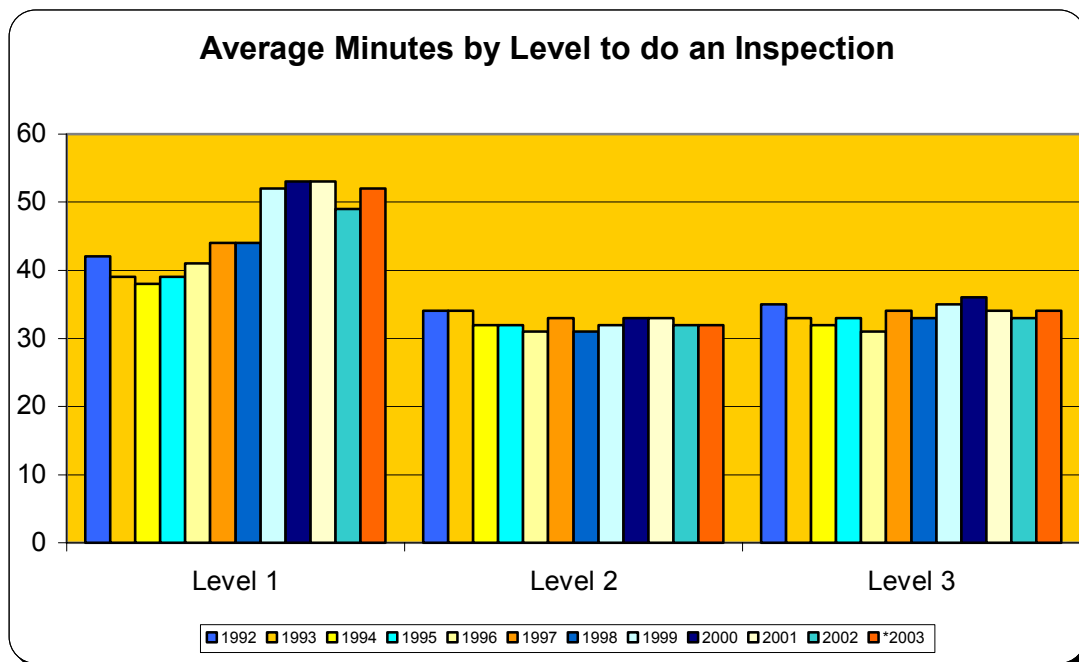


Chart 11

Inspections by Severity – Out-of-Service, not Out-of-Service, or no violations.

Chart 11 shows that the OOS rate was 45% in 1992; 33%, in 1995; 26%, in 1998, and a projected 27% for 2003.

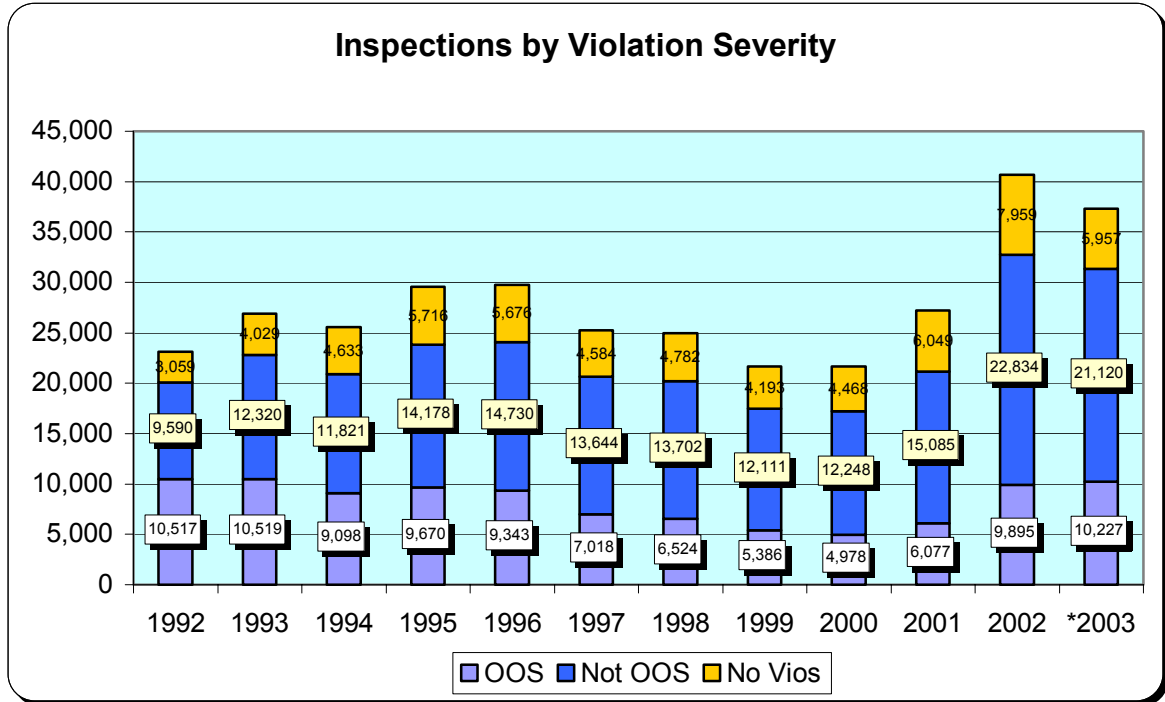


Chart 12

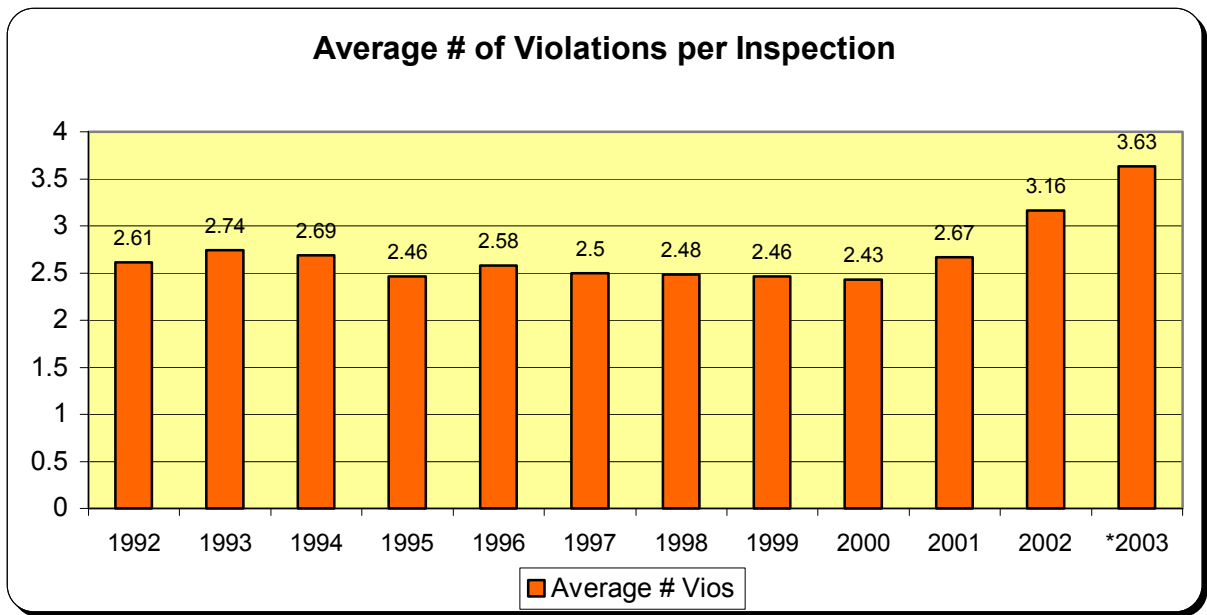
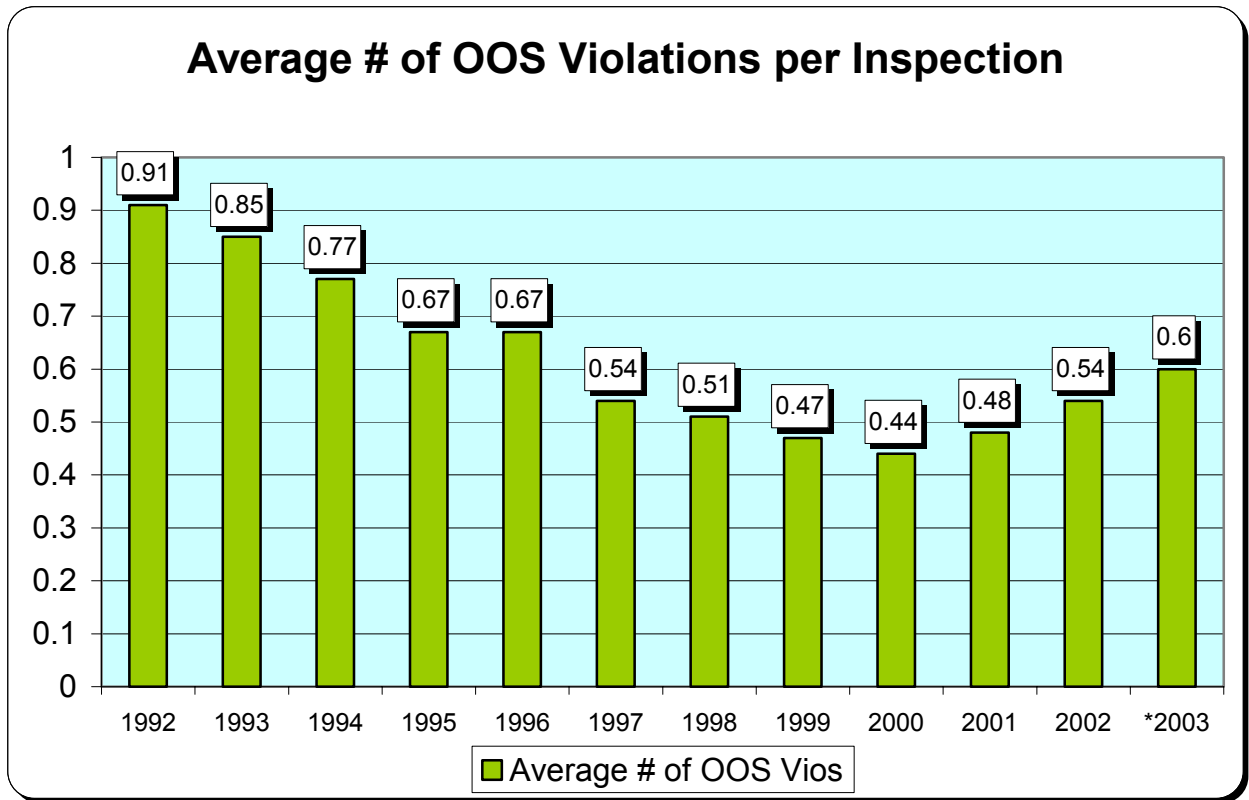


Chart 13



Traffic Enforcement

As of February, 2003, MCSAP traffic enforcement (TE) responsibilities became solely the responsibility of inspectors. This was due to a number of factors including streamlining resources so that staff conduct the type of activities they have *primary* responsibility for.

TE is MCSAP reimbursable if the commercial vehicle is stopped based on a moving violation and a MCSAP inspection is done. The inspection must include the moving violation or reason for the stop. TE violations include, but are not limited to, the following:

<u>TE Safetynet Code</u>	<u>What is it?</u>
392.2	Local Laws/General
392.2S	Speeding
392.2R	Reckless Driving
392.2LC	Improper Lane Change
392.2FC	Following Too Close
392.2C	Failure to Obey Traf Cont
392.2P	Improper Passing
392.2T	Improper Turn
392.2Y	Failure to Yield

Chart 14

Compliance Review Facts and Figures

FMCSA data shows that carriers who have had a compliance review conducted in any given year are less likely (12% reduction in the first year; 8%, in the second; and 4%, the third) to be involved in a crash.

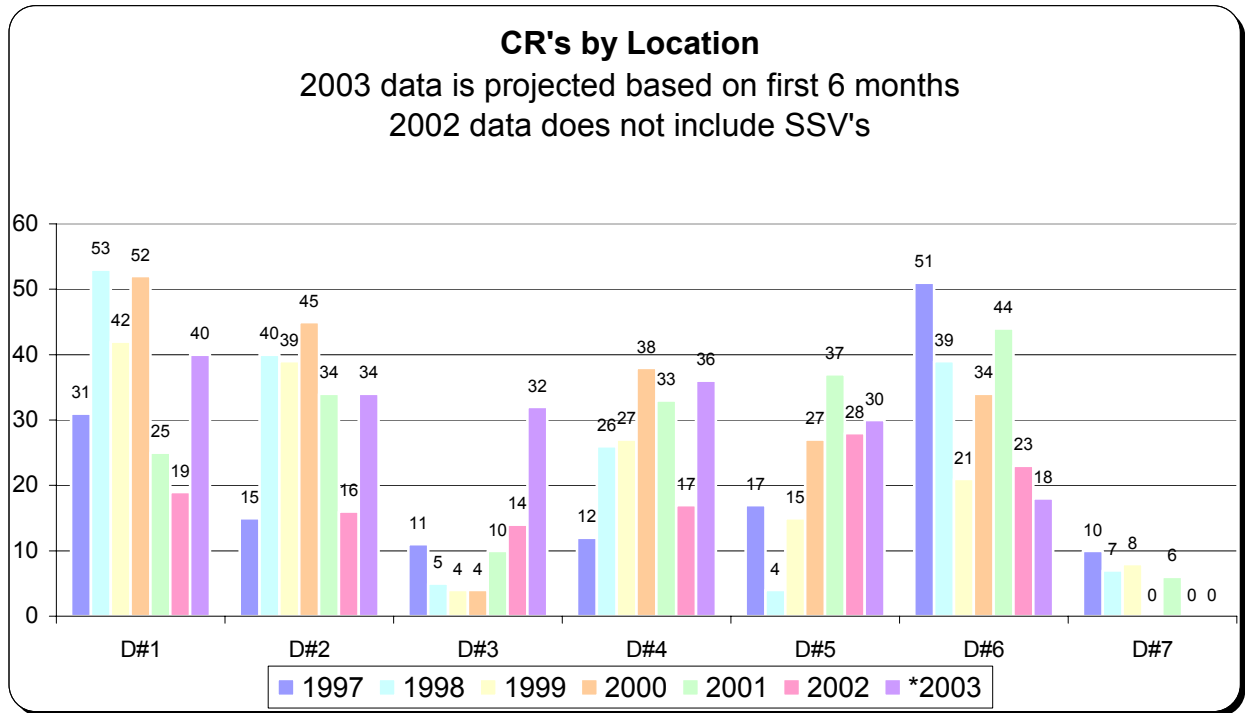
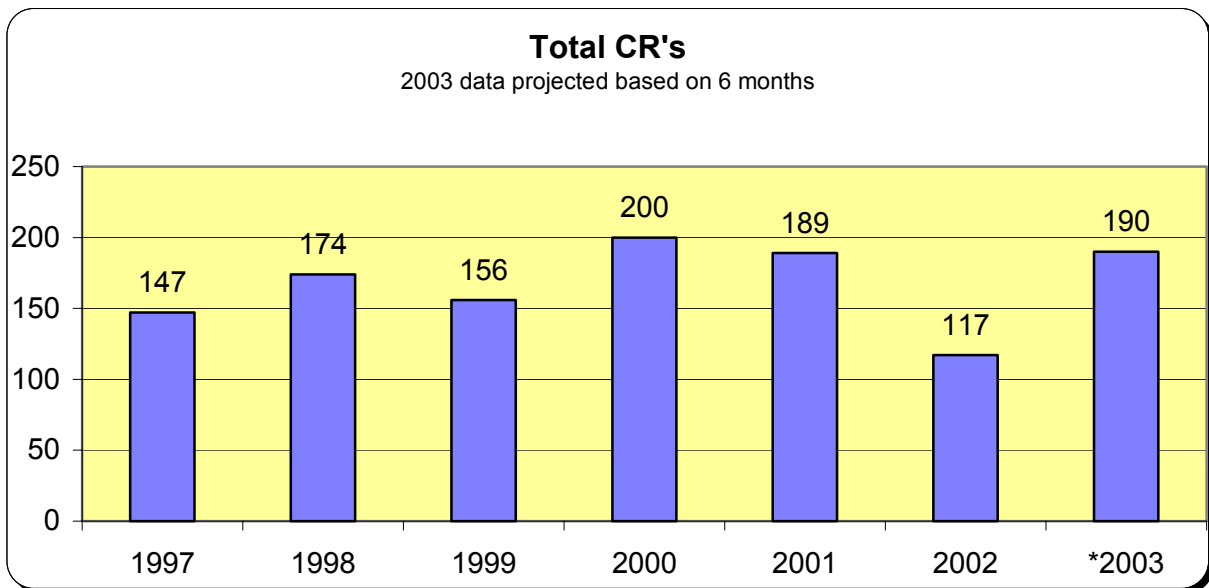
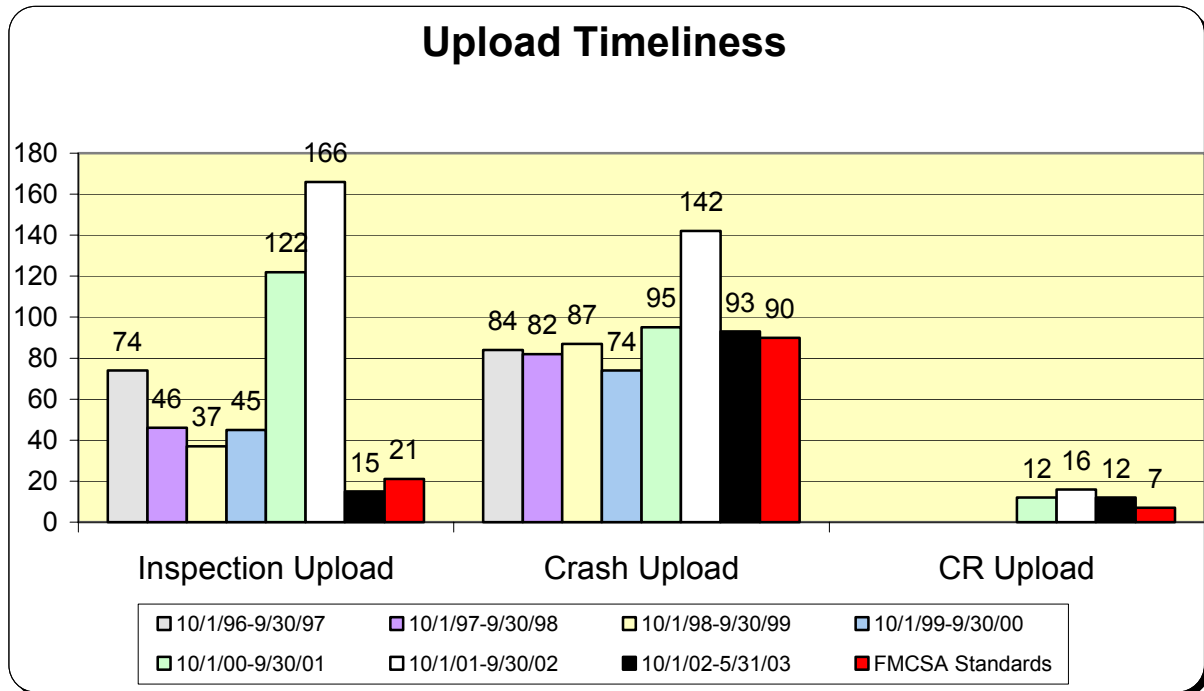


Chart 15



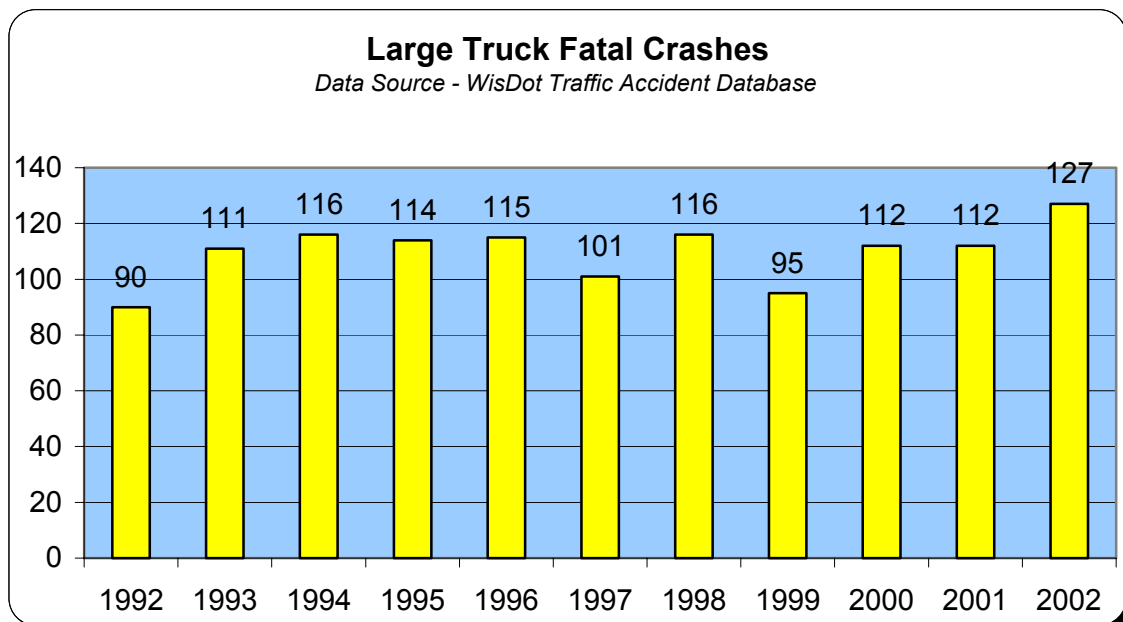
Note. 2002 data - because of the September 11th attack, CR personnel resources were diverted to assist FMCSA in conducting Security Sensitivity Visits (SSV's). Eight inspectors helped complete 672 SSV's that year.

Chart 16



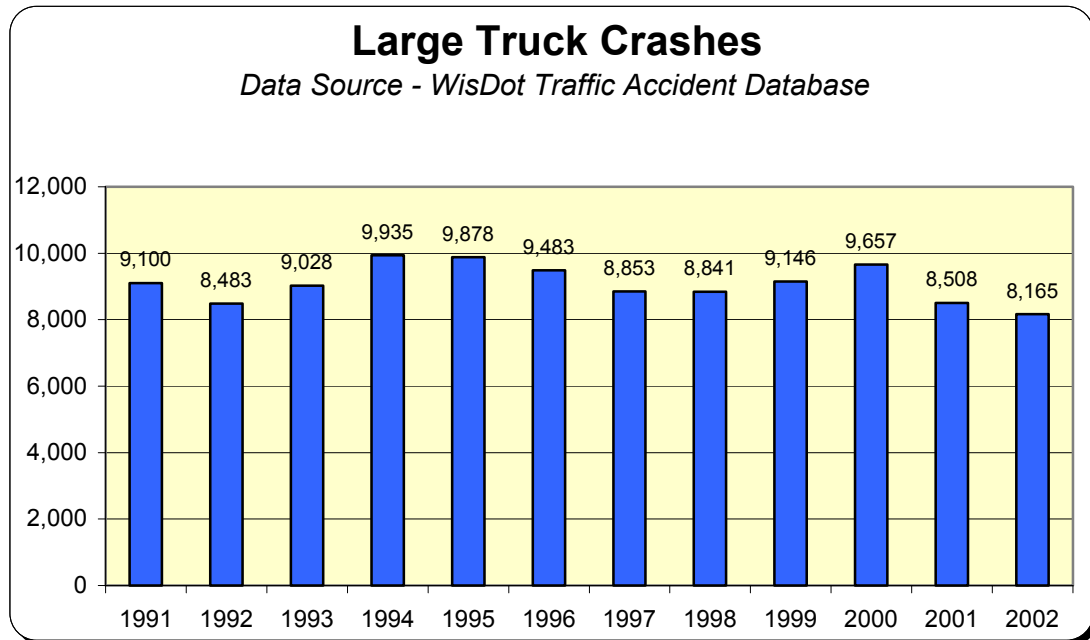
Wisconsin reduced its time to upload inspections – going from 166 days to upload in FFY '02 to 15 days in FFY '03; this is equal to the *national average* and 6 below the *FMCSA Standard*. Crash uploads went down by 49 – 142 to 93; 75 is the *national average* and 90, the *FMCSA Standard*. The upload time for Compliance Reviews went down from 16 days to 12; 13 days is the *national average* and 7 days is the *FMCSA Standard*.

Chart 17



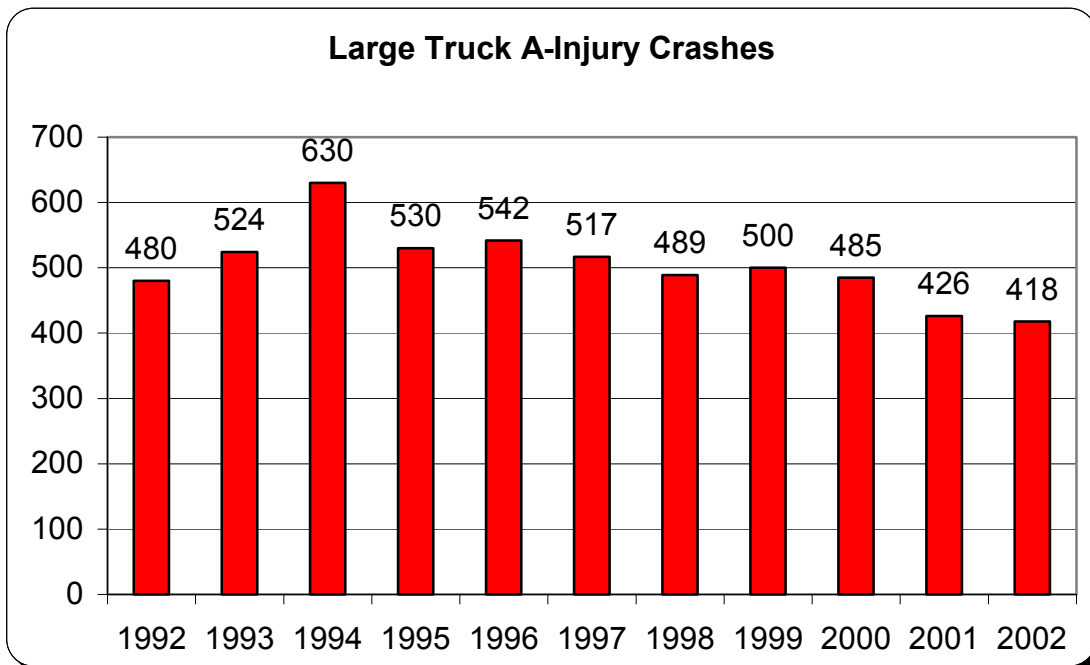
2002 data of "large truck fatal crashes" shows a 13.4% increase from 2001 and an 18.5% increase from the 5-year average.

Chart 18



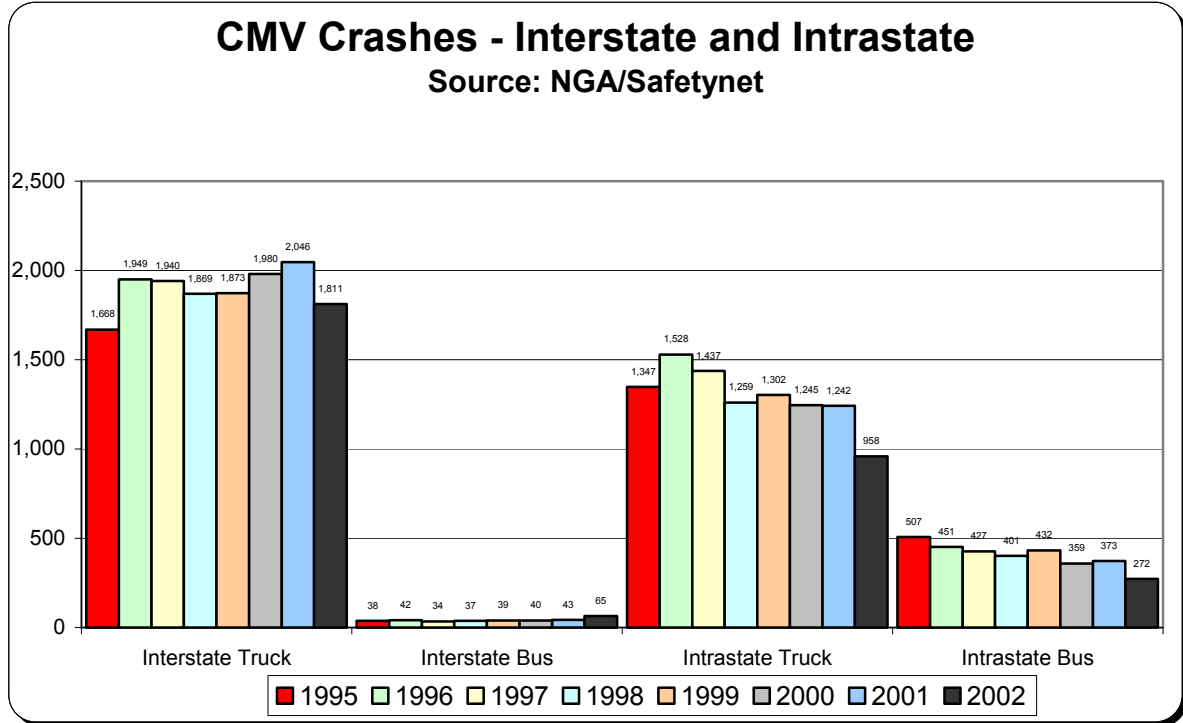
The figures in this chart represent “large truck” as defined for “Wisconsin’s Traffic Crash Facts” book. For these purposes, a “large truck” includes a straight (insert) truck weighing 10,000 pounds or more, and truck tractors not attached, semi-attached, and double-bottoms. Using this definition, Wisconsin’s 2002 “large truck crashes” declined 4% from 2001 and 9.3% over the past 5-year average.

Chart 19



An A-injury is defined as an “incapacitating injury”. This data is taken from the WisDot traffic accident database. There was a 1.9% decrease in A-injury large truck crashes from 2001 to 2002 and an overall 13.5% reduction from the five-year average.

Chart 20



CV Crashes by District and County – CY 2001/2002

D#1

Columbia – 48/47
Dane – 236/211
Grant – 30/31
Green – 14/13
Iowa – 17/15
Lafayette – 16/13
Rock – 103/101
Sauk – 40/56

D#2

Jefferson – 35/36
Kenosha – 79/85
*Milwaukee – 577/565
Racine – 132/107
Walworth – 42/46
Waukesha – 207/186

D#3

Brown – 126/107
Calumet – 19/16
Dodge – 49/55
Door – 7/4
Fond du Lac – 40/60
Kewaunee – 7/9
Manitowoc – 39/40
Outagamie – 73/79
Ozaukee – 39/43
Sheboygan – 45/34
Washington – 66/42
Winnebago – 81/99

D#4

Adams – 10/11
Florence – 2/0
Forest – 3/2
Green Lake – 8/8
Langlade – 11/11
Lincoln – 22/12
Marathon – 80/82
Marinette – 2816
Marquette – 6/10
*Menominee – 0/1
Oconto – 20/15
Oneida – 14/10
Portage – 47/28
Shawano – 27/30
Vilas – 12/11
Waupaca – 34/28
Waushara – 10/11
Wood – 40/41

D#5

Crawford – 11/12
Jackson – 23/37
Juneau – 20/39
La Crosse – 33/37
Monroe – 44/39
Richland – 14/11
Vernon – 17/15

D#6

Buffalo – 6/5
Chippewa – 28/36
Clark – 28/33
Dunn – 50/40
Eau Claire – 40/54
Pepin – 4/2
Pierce – 11/16
St. Croix – 52/65
Taylor – 8/11
Trempealeau – 19/9

D#7

Ashland – 4/6
Barron – 21/16
Bayfield – 4/3
Burnett – 7/9
Douglas – 21/27
Iron – 7/3
Polk – 20/19
Price – 4/6
Rusk – 5/6
Sawyer – 3/3
Washburn – 11/4

In the counties listed above, Menominee County shows 0/1; as an Indian Reservation, crashes are not always reported to DOT. Milwaukee County shows a high number of crashes; this is due to its location, population, VMT's, and general significant truck and bus traffic. Milwaukee County receives its own "Expressway Policing Aids" to enforce and patrol highway safety regulations.

Charts 21 and 22 show a comparison of CV crashes in CY 2001 and 2002.

Chart 21

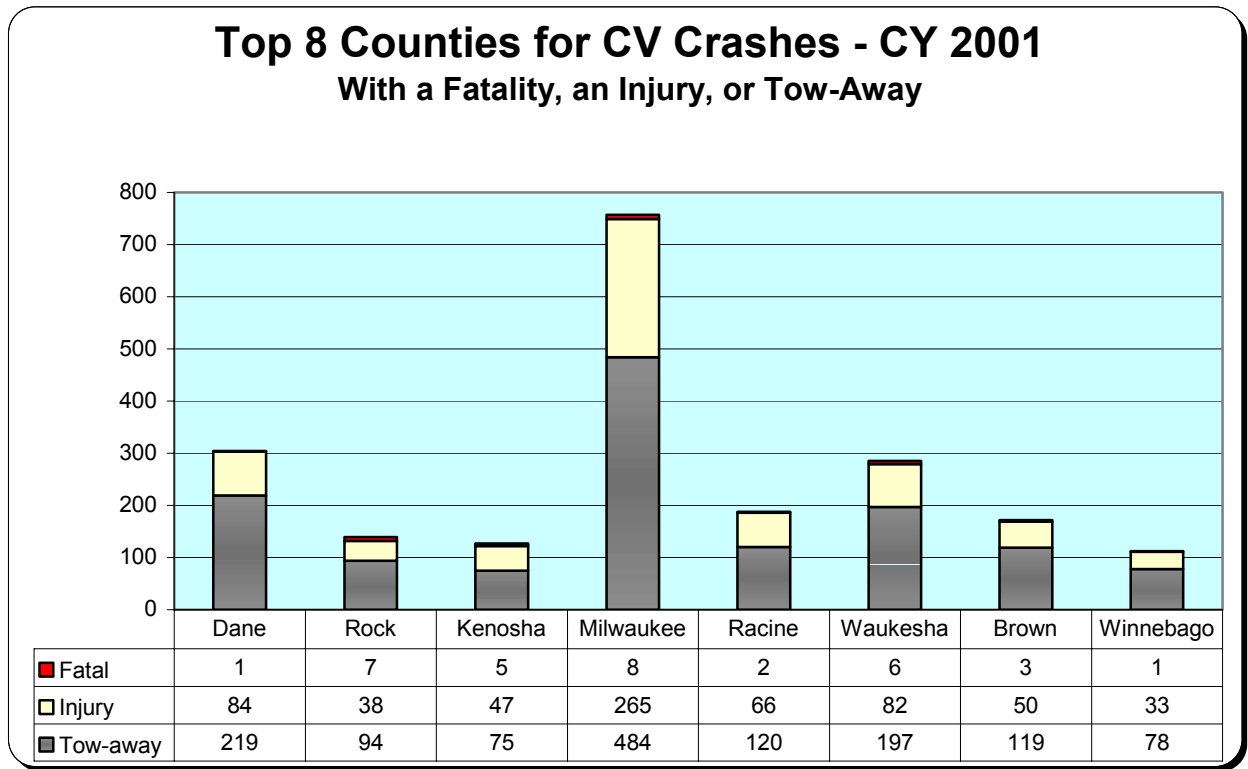
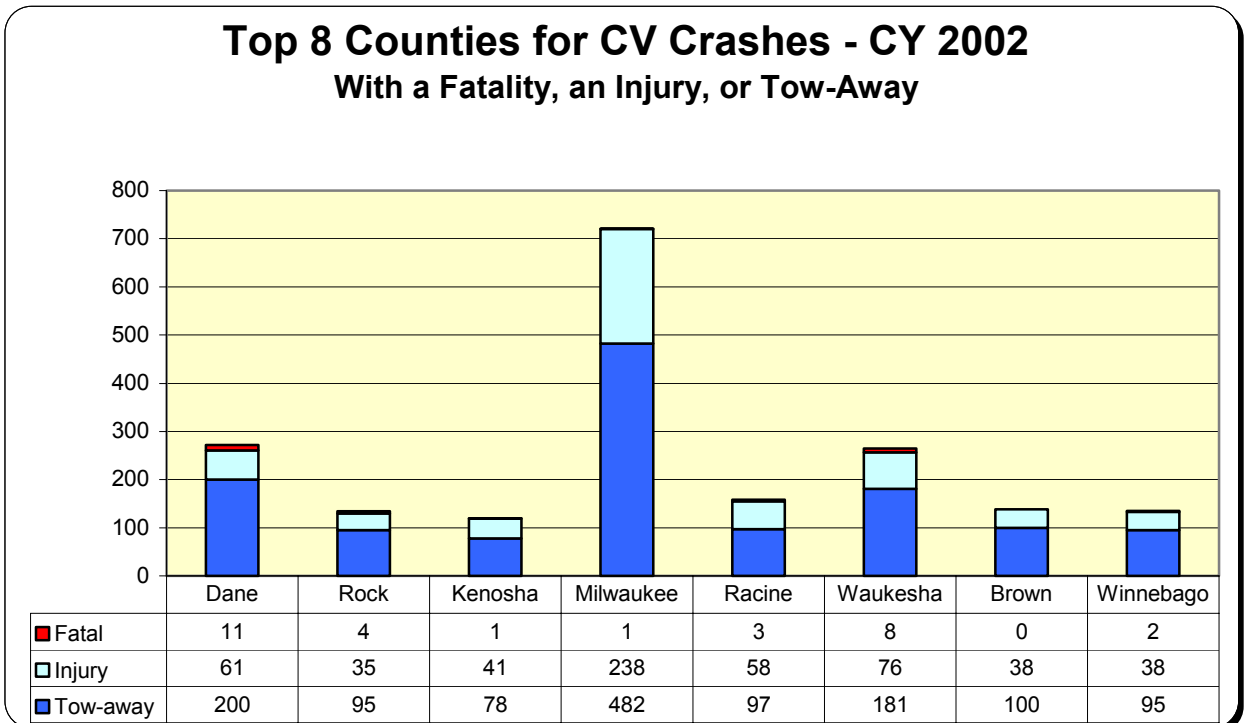


Chart 22



2003 MCSAP Evaluation

Wisconsin's 2003 MCSAP Plan addressed 4 areas. Results follow:



Problem Statement #1 read:

"Inspections and other MCSAP enforcement activities (Traffic Enforcement and Compliance Reviews) are core elements of the program. These activities serve the following functions:

- *Assurance that inspected commercial vehicles and drivers operate safely*
- *Assurance that identified at-risk carriers are audited so that educational direction can be provided or enforcement action taken*
- *Enforcement presence to serve as a reminder that commercial vehicles or drivers can be inspected at any time*
- *To reduce CMV crashes*
- *Resource for data at the state and national levels so that informed decisions can be made*

WSP will continually strive to improve the quality of the core program responsibilities.

Along with improving existing activities, WSP will develop a standard post-crash data collection program. Wisconsin conducted 483 MCSAP post-crash inspections in FFY 2001 and expects to do about 695 in FFY 2002. Because specific post-crash data is not collected centrally, it is difficult to use it for program planning or for making related statewide program decisions."

The following lists performance measures (PM) and projected outcomes. The outcomes for 2003 are based on 6-8 months of data.

PM – Maintenance in number of inspections conducted in FFY 2002

O – The first 8 months of FFY '03 shows more inspections completed than during the same period in FFY '02. FFY '03 year-end inspection numbers are projected to be between 37,000 and 40,000+ (40,688 inspections conducted in FFY '02).

PM – Minimum 50% Level 1 inspections at fixed facilities

O – Accomplishments are far exceeding the goal. 42% of inspections, overall, were Level 1.

Chart 6 shows that 55% of all *fixed facility* MCSAP inspections, done during the first eight months of FFY '03, were Level 1.

PM – Minimum of 300 motor coach inspections

O – Approximately 394 motor coach MCSAP inspections will be completed. (Separate from the MCSAP, all Wisconsin-based motor coaches are inspected annually – either through a self-certification program or by WSP under the Motor Coach Inspection Program.)

WSP expects to complete 3 MCSAP motor coach details by the end of FFY '03. This will be done at Miller Park in Milwaukee in partnership with the Milwaukee Sheriff's Department (SO). WSP has trained 5 officers of the Milwaukee SD to inspect motor coaches.

PM – All MCSAP TE inspections have a TE violation indicated on the MCSAP report

○ – 3,982 TE inspections were done in the first 8 months of FFY '03. 2,209 of these had a TE violation (392.xx) indicated on the report. In addition, data shows that another 1,269 inspections indicated a 392.xx violation but were not recorded as a TE inspection.

PM – Foundation for increasing the number of Compliance Reviews

○ – Six Consumer Protection Investigators (CPI's) and one CPI supervisor were hired to conduct and manage completion of the majority of CR's and New Entrant Audits. These personnel completed the training required for certification at a record pace and are getting field experience by working with *practiced* CR inspectors.

PM – Standard CMV *post-crash inspection* program/database

○ – Districts began recording post-crash data onto a statewide database starting in February 2003. This database is an important step in using CV crash data and gives the state the ability to categorize a variety of critical crash data elements.

PM – Mailing of letters to carriers who have not returned their repair affidavits

○ – Options have been evaluated, and an implementation plan will be included in the **2004 CVSP**.



Problem Statement #2 read:

“The driver of the other vehicle reportedly causes 70% or more of crashes involving a large truck or bus. To address this problem, the Wisconsin State Patrol developed a “Share the Road” program and along with Road Team drivers went into high schools to teach related safety. Beginning in 1999, WSP began to realize the extraordinary demand for presentations and the drain this had on MCSAP enforcement resources. Currently, WSP provides the Road Team (who continues to instruct in schools) with PowerPoint overheads of the curriculum and promotional items to reinforce the message. Because the need for “share the road” information is evident, WSP continues to look for additional means to get the message out without depleting resources in its primary duties of enforcement.”

PM – Greater distribution of CV “Share the Road” information

○ – WSP has continued to support the “Share the Road” project by providing Wisconsin’s Motor Carrier’s Road Team with a “share the road” curriculum. In addition, WSP takes every opportunity to educate the public at special events and in its day-to-day activities. WSP is a regular attendee at the Department of Public Instructions Drivers Education Conference.

WSP believes that the responsibility for promoting this message is a shared one that lies primarily with those in the educational community.



Problem Statement #3 read:

“For a number of safety reasons, it is critical that MCSAP data is uploaded to MCMIS (Motor Carrier Management Information System) in a timely way. FMCSA policy guidelines are that inspections be uploaded within 21 days; crashes, within 90 days, and CR’s, within 7 days.”

PM – Report indicating uploads are within FMCSA guidelines

○ – WSP has made considerable progress and has reached its goal in inspection uploads. Chart 16 shows that inspections are being uploaded within 15 days, down from 166 in 2002; this is within the National Standard of 21. Crash uploading is down from 142 – 93; 90 is the National Standard. CR uploading is down from 16 – 12; 7 is the National Standard (the national average is 13.)



Problem Statement #4 read:

“In response to terrorist attacks and information pointing to the possible use of commercial vehicles in future attacks, there is a need to enhance security of commercial vehicle transportation. In line with this, is special attention to the transportation of hazardous materials.”

PM – General specialized training in terrorism and related security measures

○ – An 8-hour *Trucks and Terrorism* training session was conducted during the MCSAP annual in-service held in February 2003. This was presented to all MCSAP inspectors, a number of troopers, other MCSAP staff, and MCSAP-certified county and municipal officers.

PM – Level VI Enhanced Radioactive Inspection Training

○ – 9 WSP inspectors and one supervisor (Sergeant) attended and passed the CVSA Level 6 training in March 2003 at the State Patrol Academy. 10 Geiger Counters were purchased for distribution throughout the State to aide in the detection of specific hazardous materials.

PM – Participation in two national strike forces

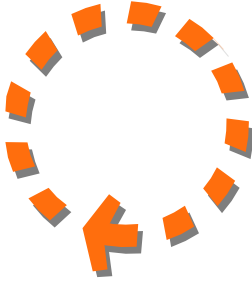
○ – WSP had planned to participate in two national HM Strike Forces with the FMCSA office. We were not able to coordinate this detail. The WSP, however, has made conducting HM inspections a priority throughout the year.

PM – Readily available avenue to report suspicious activities to FMCSA and the FBI

○ – WSP is involved in the “Highway Watch” program. In addition, posters are placed at size/weight facilities with FMCSA’s *hot line* number to report suspicious activities.

PM – Increased number of HM inspections

○ – The first 9 months of FFY 2003 shows that 1,437 hazardous materials inspections (5% of all inspections) were conducted. This is significant. WSP’s reports show that 1,457 of the MCSAP inspections done during those 9 months were carrying a hazardous material which means that WSP is conducting an actual HM inspection on 99% of the HM vehicles and/or drivers it inspects. An HM inspection checks for items such as proper shipping papers, placarding, special endorsements, etc.



2004 PLAN

Preface

The 2004 MCSAP theme is “...advancing highway safety through optimal use of resources...” This will involve continued scrutiny and oversight of the *total* program, including everything from assuring timely data uploads to making sure that relevant State laws are compatible with the Federal Motor Carrier Safety Regulations.

In addition to routine activities, the 2004 Plan will:

- include funding to equip MCSAP-trained county/municipal officers with basic inspection tools
- provide funding for overtime (OT) for inspection staff and will reallocate additional funds for OT throughout the year as they become available

At first glance, these two areas may not appear to fit within the theme; however, WSP's experience with using OT has shown that the value per OT MCSAP inspection is greater than hiring additional staff. It is a cost-effective way to increase the number of vehicles and drivers that WSP can inspect.

Regarding providing equipment to MCSAP-trained county/municipal officers – it makes sense in our mission to reduce CV-related crashes, that, when necessary, we provide these officers with the tools they need to conduct MCSAP inspections. The work that local officers do is of great benefit since they oftentimes enforce rules and regulations at locations that WSP may not routinely travel. In addition, finding ways to optimize our resources furthers the MCSAP goals and is an ideal way to build partnerships and promote the shared responsibility in this area of highway safety.

- study and implement effective technologies that will advance interoperability and efficiency on both a State and national level
- focus on resources having the greatest potential value
- continue to communicate common goals and work at building close partnerships
- keep national security initiatives at the forefront.

Per Part 350.213(b):

As a routine part of every MCSAP contact, all Wisconsin State Patrol (WSP) inspectors regularly enforce regulations that remove impaired CMV drivers from the highways. Inspectors have portable breath testing devices available to use roadside. All safety/weight facilities and WSP districts located throughout the state have intoximeters available for use 24 hours a day. WSP enforcement staff receive basic training and regular refresher training to detect and apprehend drivers impaired by alcohol. In addition, they are trained in drug detection and interdiction. Wisconsin's data shows the following number of inspections where an alcohol-related violation

was indicated on the report: 1992 – 28; 1993 – 50; 1994 – 54; 1995 – 44; 1996 – 34; 1997 – 27; 1998 – 21; 1999 – 31; 2000 – 19, 2001 – 35, and 2002 – 46. The first 8 months of 2003 shows 31 inspections with an alcohol violation. (2002 was a record year for the total number of inspections and 2003 is projected to reach the 2002 level.) Though controlled substance violations are up for 2002 and 2003, it should be noted that the total number of total inspections has increased by over 30%.



Inspection and Enforcement

Problem Statement #1

There were 8,165 large truck crashes reported by WISDOT in 2002 with 127 related fatalities and 418 *incapacitating* injuries. It is fundamental for program success to optimize inspection and enforcement resources to effectively meet the FMCSA crash reduction goal. (“...*reducing the large truck fatality rate by 41% from 1996-2008. This reduction translates into a rate of 1.65 fatalities in truck crashes per 100 million miles of truck travel.*”) Enforcement and inspection activities serve:

1. To assure that unsafe commercial vehicles and/or their drivers are taken off the road
2. As a reminder to the motor carrier industry and the general public that there is a watchful eye looking over commercial vehicle highway safety
3. To assure that motor carrier operations are operating under the law through the Compliance Review and New Entrant Programs.
4. To reduce the number and severity of large truck crashes.

Objective

To promote highway and motor carrier safety – through routine and targeted inspection and enforcement activities.

Performance Measures

Reduced number of fatalities and a reduced crash rate.

Strategy 1: Focus resources on inspection and enforcement activities.

Activity:

1. Districts utilize MCSAP personnel so they are used at times and places that are warranted by truck traffic, crash occurrence, or other sound rationale.
2. Districts utilize monthly MCSAP reports to monitor district program progress.
3. Employees take personal responsibility for work completed.
4. Districts conduct Level 1's on at least 50% of inspections done at fixed facilities.
5. Central Headquarters (CH) implements overtime program, when possible, to help assure inspection levels are met.
6. Emphasize traffic enforcement contacts.

Performance Measure:

40,000 inspections.

50% of fixed facility inspections are Level 1.

15% of inspections are TE related

Strategy 2: Improve the rate for the correction of CV and driver safety violations noted during a MCSAP inspection.

Activity:

1. When providing a commercial vehicle driver with a copy of an inspection having a recorded violation, the inspector shall inform the driver that the repairs must be made and the report mailed back within 15 days. Failure to send the report back will result in a citation being issued.
 - a. After 15 days, Central Headquarters (CH) will mail letters to carriers stating that failure to send the form back will result in the issuance of a citation.
 - b. After an additional 15 days, CH will forward information on forms not returned to the respective districts for issuance of citations.
2. Continue to do reinspections.
3. Conduct covert activities when warranted.

Performance Measure:

Formal enforcement process in place for non-returns.

Strategy 3: Districts oversee routine and targeted MCSAP inspection activities based on resources and highway and public safety needs.

Activity:

1. Districts utilize MCSAP hours based on MCSAP positions assigned to them.
2. Districts organize *details* based on resources and identified needs. This may include coordination and partnerships with other districts.
3. CH organizes special emphasis *details* as determined by safety needs or as a result of national directives or special emphasis areas.

Performance Measure:

Report of MCSAP hours allocated and used by each district.

Summary reports of special *details* completed.

Strategy 4: With 13 staff trained to do Compliance Reviews and New Entrant Audits, optimize resources to reach goals.

Activity:

1. Assure that CR staff maintain certification and receive continuing training to conduct CR's and New Entrant Audits.
2. CH assigns CR's and New Entrant Audits and keeps a record of activities.

Performance Measure:

384 Compliance Reviews completed (Estimated 3-4 days each to complete)

787 New Entrant Audits completed (Estimated 1 day each to complete)



Data and Technology

Problem Statement #2

Data reliability, timely data transfer, and staying at the forefront of technology are key to program integrity, efficiency, and effectiveness. On the State side, data reliability and timely data transfer are the responsibility of a number of persons.

In the early years of MCSAP, Wisconsin was one of many states using a mainframe system to collect and house its MCSAP data. Over the last 5-10 years, however, nearly all states have gone to Aspen; Wisconsin is one of the few that currently remains “mainframe”.

Aspen:

- Is a windows based roadside inspection system for laptop computers
- Is interoperable with other federally maintained data systems
- Allows immediate access to other states’ MCSAP data
- Provides data uniformity across the nation
- Provides the means to update changing program information immediately
- Pre-populates data fields with data drawn from other systems
- Has barcode reader functionality
- Allows direct transfer of data to MCMIS (Federal’s Motor Carrier Management Information System)
- Provides staff to answer questions or trouble shoot problems as they occur
- Provides for immediate data retrieval and reporting capabilities

Direct data entry through Aspen results in a shorter lapse of time from the point the data is collected to the point it is uploaded; it provides for less chance of data corruption. This data is critical since it impacts the motor carrier’s safety ratings and provides law enforcement with timely data to focus resources where most needed. FMCSA considers timely data of such a critical nature that States receive 100% incentive monies if they meet certain upload thresholds in three areas: inspections, Compliance Reviews, and CV crashes.

Objective

To optimize highway and motor carrier safety initiatives through implementation of Aspen and interoperable technologies.

Performance Measures

1. Aspen rolled out statewide.
2. 2 D Barcode and scanner technology operational.
3. Test of available wireless technology options.
4. Exploration of paperless remote inspection processes.
5. Automation of the repair affidavit process

Strategy 1: Provide means for an easy transition to Aspen statewide.

Activity:

1. Pilot Aspen with selected field person(s).
2. Provide staff training and familiarization of Aspen.

Performance Measure:

Functional use of Aspen and related technologies.

Strategy 2: Coordinate efforts with DMV to provide the means to print a 2 D barcode on all CMV registrations. This will improve inspection efficiency and data collection quality.

Activity:

Research the means (PRISM, other) to include the 2 D barcode on all CMV registrations.

Performance Measure:

2 D barcode on CMV registrations.

Objective

To increase speed and efficiency through the use of wireless technology.

Performance Measures

Increased efficiency through technology.

Strategy: Explore and test wireless IP technologies that will provide connections especially at remote sites.

Activity:

1. Research compatible wireless technologies.
2. Field test top choices to determine best fit.

Performance Measures:

Report supporting wireless technology.

Objective

To optimize personnel resources by providing a paperless remote inspection process

Performance Measures

Through technology, personnel hours freed up for core program activities such as inspection and enforcement.

Strategy: Provide a study to support the use and means for a remote inspection process.

Activity:

1. Research technologies and processes that will work in tandem with Aspen.
2. Field test selection.

Performance Measure

Report outlining selected process.

Objective

To optimize office staff hours, automate the *repair affidavit process*

Performance Measure

Benefits analysis.

Strategy: Use scanning capabilities to automate the return process. Outsource mailings of non-returns to expedite the process.

Activity:

1. With the use of Aspen and barcoding technology, provide the means to imprint a barcode on the (reply) *repair affidavit*.
2. Scan returns rather than entering manually.
3. Automate mailing process.

Performance Measure

Streamlined, automated *repair affidavit process*.



Problem Statement #3

At a time of dwindling budgets, overlapping projects, and shared safety responsibilities, continuing efforts should be made to build lasting partnerships that promote highway and public safety. It becomes increasingly necessary that DOT Divisions work as partners towards a “common good”.

- WSP has trained a number of county and municipal officers throughout the state to conduct MCSAP inspections. These agencies are not always in a financial position to provide their trained staff with the basic tools necessary to conduct Level 1 inspections – wheel chocks, creepers, chamber mates, safety glasses, bump caps, etc.
- Districts have overlapping needs that may be best met by planning multi-district details; they are in the best position to decide how, when, and why inter-district details should be scheduled.
- Much of the general motoring public is unfamiliar with the limitations of large trucks and buses; add to that, the fact that new and inexperienced drivers are becoming part of that population every day. It is critical that every opportunity is given to make the motoring public aware of the “Share the Road” message.

Objective

Enhanced highway and public safety.

Performance Measures

Stronger partnerships and shared goals.

Strategy 1: After successful completion of MCSAP training, provide basic inspection equipment to local agencies, if needed.

Activity:

1. Track training and certification of non-WSP MCSAP trained officers.
2. Provide equipment to officers upon successful completion of NAS training.
3. Keep an inventory of items provided.

Performance Measure:

Basic MCSAP inspection equipment provided to local agencies, as able.

Strategy 2: Promote CV related safety goals as an integral part of public safety.

Activity:

1. Within DOT, communicate the shared and overlapping goal of “highway safety” in relevant discussions impacting MCSAP.
2. Partner with other Divisions in promoting highway safety initiatives.
3. Provide a copy of the CVSP to Divisions having a stake in related safety outcomes.

Performance Measure:

Enhanced communications.

Strategy 3: Districts assess their needs and work with other districts, when applicable, to schedule cooperative details that promote the greatest “common good”.

Activity:

1. Districts assess their unique needs and, when necessary, partner with other districts to address identified problems and promote highway safety in general.
2. Districts submit a brief report to Central Headquarters on details.

Performance Measure:

District-initiated cooperative details.

Strategy 4: MCSAP personnel educate the general public, as able, and the educational community responsible for drivers' education training on "share the road" issues.

Activity:

1. MCSAP personnel share safety precautions regarding driving near large trucks or buses whenever possible. This may involve one-on-one discussions with the public at such venues as the State Fair; group presentations or displays at conferences, county fairs, truck jamborees, etc.
2. WSP participates in the annual Wisconsin Drivers Education Conference to highlight the truck and bus "share the road" safety message.

**Problem Statement #4**

Program success requires constant vigilance which encompasses a wide range of areas including: training officers and truck drivers on ways to prevent terrorist activities; educating and providing assistance in relevant areas; surveillance of vehicles bypassing safety and weight facilities; maintaining program integrity, etc.

Objective

Shared responsibility in optimizing resources to assure program integrity.

Performance Measures

Comprehensive program oversight.

Strategy: Promote *shared responsibility* for program success.

Activity:

1. CH preserves the integrity of the total program by staying informed on relevant issues and by educating others.
2. Districts manage their respective MCSAP programs.
3. All MCSAP staff understand and value their contribution to program success.

Performance Measure:

A highway safety community well-versed on CV safety issues.

FFY 2004 MCSAP Budget

Projected costs for the 2004 MCSAP Program are covered in the “Basic and Incentive Grant” and the New Entrant Grant. (\$3,762,268.75 is 80/20; an incentive share of \$102,640 is 100%.)

2004 MCSAP Basic and Incentive Grant

Permanent Salary	\$1,692,140.45
Fringe	\$831,913.00
Overtime Salary	\$322,023.06
Overtime Fringe	\$156,825.24
In-State Travel	\$79,728
Out-of-State Travel	\$29,685
Telecommunications	\$12,740
Postage	\$5,000
Contractual Services	\$21,450
Materials & Supplies	\$39,920
Data Processing Service Chg	\$193,244
Data Processing Hardware	\$10,000
Data Processing Software	\$10,000
Data Processing Misc.	\$75,000
Fleet	\$304,890
Training	\$60,350
Permanent Property	<u>\$20,000</u>
	\$3,864,908.75

Project # 0528-13-41 - \$370,374.35 (80% Federal & 20% State) *Through FFY '04*

Permanent Salary	\$198,000.00
Fringe	\$96,426
IST	\$14,650
DP SVC Chg	\$2,500
Telecom	\$1,500
Fleet	\$46,500
Misc.	<u>\$10,798</u>
	\$370,374.35

State Certification

I, Frank J. Busalacchi, Secretary, Department of Transportation, on behalf of the State of Wisconsin, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C 31102, as amended, do hereby certify as follows:

1. Wisconsin adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the Federal Motor Carrier Safety Regulations and the Federal Hazardous Materials Regulations.
2. Wisconsin designated the Division of State Patrol as the lead agency to administer the commercial vehicle safety plan for the grant sought and to perform defined functions under the plan. This agency has the legal authority, resources and qualified personnel necessary to enforce Wisconsin's commercial motor carrier, driver, and highway hazardous materials safety laws and regulations.
3. Wisconsin obligates the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce Wisconsin's commercial motor carrier safety, driver, and hazardous materials laws or regulations in a manner consistent with the approved plan.
4. The laws of Wisconsin provide enforcement officials right of entry and inspection sufficient to carry out the purposes of the commercial vehicle safety plan, as approved, and provide that Wisconsin will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected commercial motor vehicles.
5. Wisconsin requires that all reports relating to the program be submitted to the Wisconsin State Patrol, and such reports will be made available, in a timely manner, to the Federal Motor Carrier Safety Administration upon request.
6. Wisconsin has uniform reporting requirements and uses Federal Motor Carrier Safety Administration designated forms for record keeping, inspection, and other enforcement activities.
7. Wisconsin has in effect a requirement that registrants of commercial motor vehicles declare their knowledge of the applicable Federal or State commercial motor vehicle safety laws or regulations.
8. Wisconsin maintains the level of its expenditures, exclusive of Federal assistance, at least at the level of the average of the aggregate expenditures of Wisconsin and its political subdivisions during the State or Federal fiscal year 1997, 1998, and 1999. These expenditures will cover at least the following four program areas, if applicable:
 - a. Motor carrier safety programs in accordance with 49 CFR 350.301
 - b. Size and weight enforcement programs
 - c. Traffic safety
 - d. Drug interdiction enforcement programs
9. Wisconsin ensures that commercial motor vehicle size and weight enforcement activities funded with Motor Carrier Safety Assistance Program funds will not diminish the effectiveness of other commercial motor vehicle safety enforcement programs.

10. Wisconsin will ensure that violation fines imposed and collected by Wisconsin are consistent, effective, and equitable.
11. Wisconsin ensures that it has a program for timely and appropriate correction of all violations discovered during inspections conducted using MCSAP funds.
12. Wisconsin ensures that the Commercial Vehicle Safety Plan, data collection, and information systems are coordinated with the State highway safety program under Title 23, U.S. Code.
13. Wisconsin participates in Safetynet and will work to ensure information is exchanged with other states in a timely manner.
14. Wisconsin has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to commercial motor vehicle safety.
15. Wisconsin ensures that Motor Carrier Safety Assistance Program agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. Wisconsin ensures that requirements relating to the licensing of commercial motor vehicle drivers are enforced, including checking into the status of commercial drivers licenses.
17. Wisconsin certifies that it meets the minimum Federal Standards set forth in 49 CFR Part 385, Subpart C, for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
18. Wisconsin will enforce registration requirements under 49 U.S.C 13902; 49 CFR parts 356 and 365; and 49 CFR 392.9a by placing out of service a vehicle discovered to be operating without registration or beyond the scope of its registration. In the absence of appropriate authority to enforce such registration requirements, Wisconsin will demonstrate that it has made substantial progress toward obtaining legislative authority consistent with 49 CFR 350.331(d) to allow enforcement as soon as possible.
19. Wisconsin will enforce financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. In the absence of appropriate authority to enforce such insurance requirements, Wisconsin will demonstrate that it has made substantial progress towards obtaining legislative authority consistent with 49 CFR 350.331(d) to allow enforcement as soon as possible.

Date: _____

Signature: _____
(Secretary, Department of Transportation)

Madison, Wisconsin

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Annual Certification of Compatibility

In accordance with 49 CFR, Parts 350 and 355, as Secretary of the Department of Transportation, State of Wisconsin, I do hereby certify that the State of Wisconsin's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations and the Federal Hazardous Material Regulations are as follows.

Interstate Motor Carriers

Trans 325 – Motor Carrier Safety Regulations

Adoption Date – 6/1/2002

Proposed Revised/Effective Date – 6/1/2002

Trans 326 – Motor Carrier Safety Regulations for Transportation of Hazardous Materials

Adoption Date – 6/1/2002

Proposed Revised/Effective Date – 6/1/2002

Intrastate Motor Carriers

Trans 327 – Motor Carrier Safety Regulations

Adoption Date – 10/00

Proposed Revised/Effective Date – 5/1/2003

Dated this _____ day of _____, 2003

(Signature of Person Certifying)

Legal Authority Statement

Wisconsin's statutes and administrative rules and policies are adequate to permit the Wisconsin State Patrol to accomplish the goals and objectives outlined in the "State Commercial Vehicle Safety Plan".

**2004 State Training Plan
State of Wisconsin Department of Transportation**

<u>Course Provider/ Title/No. Hours</u>	<u>Stud.</u>	<u>Location</u>	<u>NTC</u>	<u>Per Diem Cost</u>	<u>Other Cost</u>	<u>Total</u>
NAS Level 1/80 hrs Part A & B (Sept 15 – 26)	25	WSP Acad	Y	\$10,000	\$1,500	\$11,500
NAS Level 3/40 hrs Part A (May 12 – 16) Part B (Aug 18 – 22)	25	WSP Acad	Y	\$5,000	\$750	\$5,750
HM Roadside/40 hrs (Oct 27 – 31)	25	WSP Acad	Y	\$5,000	\$750	\$5,750
Cargo Tank/Bulk Pkg Roadside/40 hrs (Nov 10 – 14)	25	WSP Acad	Y	\$5,000	\$750	\$5,750
Compliance Rev/80 hrs (Nov 10 – 21)	15	WSP Acad	Y	\$6,000	\$850	\$6,850
Insp Recert/8 hrs	120	WSP Acad	N	\$4,800	\$700	\$5,500
Trooper Recert/8 hrs (Feb – May)	30	WSP Acad	N	\$1,200	\$300	\$1,500
Other/As Necessary						\$7,750
						<hr/>
Total				\$43,600	\$6,750	\$50,350